

EAST COAST RAILWAY

**Office of the
Chief safety officer,
Bhubaneswar.**

No:- ECoR/SFY/Alert advice-31/2023/ ୩୩୩

Date: 28.11.2023


**To
The Divisional Railway Manager
KUR, SBP & WAT**

ALERT ADVICE-31

Sub:- Major Safety Unusual in ECoR

Safety unusual if not detected in time could be a safety hazard & can cause a disaster. Some of the major safety unusuals having potential threat to safe train operation, detention to traffic, damage to Railway property etc. is compiled and enclosed in annexure-A to create alertness among field staff & to take necessary precautions to prevent recurrence. This may be circulated down the line to inculcate safety awareness among the field staff & may be discussed in safety seminars/safety meetings & during counselling by officers/supervisors. At training centres the same may be discussed among the trainees

Encl: As above in 02 pages.


**Chief Safety Officer
Bhubaneswar**


Copy to-

1. Secy. to GM for kind information of GM.
2. Secy. to AGM for kind information of AGM.
3. PCE, PCME, PCOM, PCEE, PCCM, PCSTE, PCSC & CAO (Con) for information.
4. Sr.DSO/ KUR, SBP & WAT for information & necessary action.
5. Principal MDTC/VSKP & BBS for information & necessary action.

- I. Due to alertness of field staff 29 Hot axle in wagons, 21 Rail fractures & 08 weld failures having potential safety hazard for safe train operation were detected prior to any incident. Division wise details is as under:

ITEMS	KUR	SBP	WAT	Total
HOT AXLE (MAY-OCT)	11	12	06	29
RAIL FRACTURE (MAY-OCT)	13	07	01	21
WELD FAILURE (MAY-OCT)	04	04	-	08

II. OTHER UNUSUAL INCIDENTS ENDANGERING SAFE TRAIN OPERATION:

SN	BRIEF OF THE INCIDENT	LESSON LEARNT/ACTION TO BE TAKEN
A	<p>1. On 26.05.2023; 12246 (BBS-HWH) Duroonto EXP hit a full length rail piece at KM 309/18 between MZZ-KED Dn line on track and engine stopped at KED PF-03 at 12:24 hrs. Loco sand box broken & in hanging condition, Foot step of CAB-2 (LP side), Rail guard & cattle guard bend. There is no Engg signal or Caution order at the location.</p> <p>2. On 29.9.23 at Lanjigarh Road - Ambadola section, Released Rail infringing track at UP line -KM-259/13; Hit by goods train number ME/N/JSWT at 6.45 hrs.</p>  <p>3. On 7.11.23 at KM 201/11 between Manabar-Jarati a heavy metal iron frame fixed with plywood of 7feet by 04 feet approximately was kept on track.</p>	<p>1. Proper protection and deployment of look out man under the supervision of authorized person should be taken while shifting materials on the track.</p> <p>2. On the day, TRR work was carried out in the section and release materials were not properly stacked. Released materials should be stacked at safe distance from track after completion of TRR work to avoid infringement.</p> <p>3. On the day, box pushing work was done by construction. One heavy metal iron frame fixed with plywood was left on the track. It should be ensured that the released materials are cleared of the track and properly stacked at the worksite before allowing train movement.</p>

B	<ol style="list-style-type: none"> 1. On dated 28.9.23, Ballast hit by train No.20835 Vande Bharat between Sambalpur city- Maneswar at KM No. 06/10 to 08/20 after ENGG block.(ENGG Block allowed from 14.30 hrs to 15.55 hrs for ballast unloading) 2. Dt. 25/09/2023 (KUR Div): Kenduapada station; ballast hit by train No. 12277 Shatabdi Exp; On Duty TP , during exchange of signal got injured and hospitalized. 	<p>After ballast unloading at site, proper ballast dressing need to be ensured before allowing train movement.</p>
C	<ol style="list-style-type: none"> 1. After completion of shunting work at THV, the banker power proceeded to banking siding from R4. The LP was operative from long hood & could not control the train and dashed the sand hump & derailed. 2. Train No. BCN/VZM/CHE; After placement; BCN/CHE with 34 wagons started at 03.45 Hrs. While passing from L/9 the 30th, 31st & 32nd wagons from engine derailed over cross over point No. 125A. 3. Dt. 04/11/2023 (KUR Div): Nayagarh; During power interpose between train No. TSLJ-19 & N/GRE, Loco No. 27821 derailed by 05 wheels over point No. 60B on R/1 at Jaroli end at 23.55 Hrs; Rerailment at 06.30 Hrs <ul style="list-style-type: none"> ➤ Prima facie: LP and ALP of N/GRE disregarded shunt signal aspect of R/1 and passed at ON condition. 	<ul style="list-style-type: none"> ➤ Long hood shunting to be avoided. ➤ Speed of train in yard during shunting, placement etc to be controlled & cautious so as to avoid extra bump ➤ Proper shunting procedure to be followed & observe signal; either shunt signal or hand signal. ➤ Ensure setting of point over which train to move in yard. ➤ Proper dead end to be constructed to prevent derailment.
D.	<p>On dated 25.9.23 at Rengali Station Train number 20808 ASR-VSKP Hirakud EXP dashed with USFD Machine near point at 10:23 hrs. Sander of loco damaged and USF Machine damaged.</p>	<p>The incident happened in a curved track. It should be ensured that intermediate flag man should be deployed while working in curve track having poor visibility.</p>
E.	<p>On 14.11.23 coach number ECoR 161155 ACCN caught fire and the fire spread through out the IOH-1 due to presence of inflammable oil stains. The incident was occurred at 12.35 hrs at IOH-1 of Puri YD. The V belts in the dyno-drives were burnt .Both side battery box covers are in opened condition as testing was going on, both side alternator V-belts were also burnt. The fire was extinguished by fire brigade at 13.25 hrs. It was learnt that there was some welding work was going on at IOH-1.</p>	<ul style="list-style-type: none"> ➤ Welding work in the vicinity of inflammable article need to be strictly prohibited. ➤ Spilling of oil during decantation and deposited in coaching yards to be stopped. Necessary preventive measure such as sand covering, machine decantation to be ensured. ➤ Rubber pads and other inflammable article to be properly kept & the pit to be cleaned.